

Kiers, Roger

From: Robert H Krier [neonbob@juno.com]
Sent: Sunday, July 18, 2010 9:53 PM
To: Kiers, Roger
Subject: McMillin Bridge

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Mr. Roger Kiers
WSDOT Cultural Resources Specialist
PO Box 47332
Olympia, WA 98504-7332

RE: SR 162 Puyallup River (McMillin) Bridge Replacement Project
Section 106 Consultation and Invitation to Participate as Consulting Party

Dear Mr. Kiers,

Thank you for your communication of July 8, 2010, including the project documents (CD), and requesting comments to the proposed WSDOT project that the US Army Corps of Engineers has determined will have an Adverse Effect on the Puyallup River (McMillin) Bridge.

In accordance with your instructions I hereby am formally requesting the following:

1. I request to be included in, and identified as a "consulting party" for the development of mitigation measures to preserve the integrity of the bridge.
2. I request a copy of the most recent WSDOT bridge inspection report.

I wish to emphasize that the Historic American Engineering Report (HAER) gives a complete and detailed description of the bridge and its historic significance. It is extremely important that special consideration be given to the statement on page 7 of the report wherein the "Washington Department of Highways" (WSDOT) is identified with the description "It is a very maverick design...unique to this state, most likely to this nation, and possibly to the world." The report also provides information about Mr. Homer Hadley, a prominent and renowned engineer in the Seattle and regional area as contributing an important role in the design of the structure. In addition, HAER refers to the design as being a Pratt Truss. Thomas Pratt was the original designer of this particular structural configuration. It was patented in the year 1844 by Thomas and his father, Caleb, and the design concept became the standard for truss bridges in the nineteenth and early twentieth century using steel and timber (not concrete) material for the members. I doubt Mr. Pratt ever envisioned that his design would eventually be built using reinforced concrete.

I bring these particular features to your attention at this time to emphasize the historic and unique significance of this structure. I believe any deliberate degradation of the integrity of the bridge must be avoided to preserve and demonstrate a respect for its historic features and the innovative efforts of the engineering profession.

Respectfully yours,
Robert H. Krier, P.E.

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